

**A RESOLUTION OF THE CITY OF MILPITAS
SUPPORT FOR FEDERAL TRANSPORTATION REAUTHORIZATION**

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WHEREAS, the U.S. Congress has not completed its work to reauthorize federal transportation programs and policies necessary to improve our nation's mobility; and

WHEREAS, reauthorizing federal transportation programs is essential to improve our nation's economic health because transportation infrastructure constitutes the circulatory system through which consumers and commerce flow in and through our nation's cities and regions; and

WHEREAS, reauthorizing federal transportation programs are a jobs-saving as well as a jobs-creating bill. The City of Milpitas cannot afford to lose another construction season while Congress debates reauthorization. The longer Congress delays, the greater the risk transportation projects and programs currently underway will either slow down or stop, jeopardizing existing jobs and the creation of new ones; and

WHEREAS, reauthorizing federal transportation programs pays for itself because federal gas tax revenues collected at the pump help pay the bill; and

WHEREAS, reauthorizing federal transportation programs will help reduce the stranglehold of roadway congestion that pollutes our shared environment and steals people's time from more productive activities at home, work, and play; and

WHEREAS, reauthorizing federal transportation programs is an investment in homeland security because our nation's transportation systems help move people out of harm's way and transport emergency personnel where needed; and

WHEREAS, The City of Milpitas and cities and town across our nation desire a six-year rather than a two-year bill because transportation projects require long-term planning and funding stability that, in turn, helps ensure cost effective projects; and

WHEREAS, Congress must build on the legacy of the *Transportation Equity Act for the 21st Century* ("TEA-21") and improve the long-term funding and program flexibility of federal transportation programs and policies at the state and local levels.

NOW, THEREFORE, BE IT RESOLVED that the City of Milpitas urges the Congress to pass and the President to sign a six-year surface transportation reauthorization bill that is no less than \$318 billion.

PASSED AND ADOPTED this 6th day of April 2004 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Gail Blalock, City Clerk

Jose S. Esteves, Mayor

APPROVED AS TO FORM:

Steven T. Mattas, City Attorney



CITY OF SAN JOSÉ, CALIFORNIA

PATRICIA DANDO

VICE MAYOR

March 23, 2004

Jose Esteves
Mayor
825 Canada Drive
Milpitas, CA 95035

Dear Mayor Esteves: *Jose*

The Transportation, Communications, & Public Works Policy Committee meeting in San Jose was productive and informative. I appreciate the participation from those who attended and if you were not able to be there, I look forward to seeing you at our next meeting on *Thursday, June 17th in Sacramento.*

During our meeting, I spoke about the pressing need for you to get involved in NLC's nationwide campaign supporting an adequately funded six-year reauthorization bill. As I shared with you, during my meetings with House and Senate leaders I was shocked to learn that many congressional offices had not heard from cities in their home districts in support of transportation reauthorization.

We must take action now and put pressure on our Congressional leaders to pass this critical piece of legislation that will reduce traffic, create new jobs, and stimulate our economy. I strongly encourage you to:

- (1) Adopt City Resolutions. Pass a city resolution in support of a six-year reauthorization bill funded at no less than \$318 billion. A model resolution is attached. Upon passage, forward copies of the resolution via fax to your local member(s) of Congress and NLC to the attention of David Parkhurst. NLC's fax number is (202) 626-3043. I would also like a copy of your city's actions.
- (2) Place Editorials. Please place editorials in local newspapers. Attached for your use is a sample editorial. You are free to tailor it, where appropriate, to tell your local story. Again, please forward copies of all published editorials via fax to your local member(s) of Congress and NLC with a copy to me.

It is critical that we tell Congress with a single voice that a six-year reauthorization bill funded at no less than \$318 billion is critical for America's cities and towns. Any reauthorization bill must also not retreat from the policy fundamentals established in the *Transportation Equity Act for the 21st Century (TEA-21)*.

At our upcoming meetings, your experience, dedication, and good ideas will be critical in establishing the correct strategy for the League of California Cities to represent local government on the important issues of transportation, infrastructure, and municipal services. Although the road ahead is challenging, it is important that we unite to confront state budget proposals that harm our cities and put the proper pressure on our Congressional leaders not to shirk their duties by failing to pass the reauthorization bill before they leave for the campaign season.

2004 is an exciting year and I look forward to working with you. If you have ideas on items you would like the committee to address at our next meeting, please share them with me.

Sincerely,

Pat Dando
Vice Mayor
City of San Jose
Chair, TCPW Committee



Attached are the model resolution and a sample op-ed piece for your use.

Heightened security measures on Capitol Hill are causing delay in the delivery of US Mail to congressional offices.

In addition to mailing, please fax copies of your city's resolution and your published editorial to your congressional delegation, NLC, and myself. This will ensure that they are received in a prompt manner.

MODEL RESOLUTION

CITY OF _____ SUPPORT FOR FEDERAL TRANSPORTATION
REAUTHORIZATION

WHEREAS, the U.S. Congress has not completed its work to reauthorize federal transportation programs and policies necessary to improve our nation's mobility.

WHEREAS, reauthorizing federal transportation programs is essential to improve our nation's economic health because transportation infrastructure constitutes the circulatory system through which consumers and commerce flow in and through our nation's cities and regions.

WHEREAS, reauthorizing federal transportation programs are a jobs-saving as well as a jobs-creating bill. The City of _____ cannot afford to lose another construction season while Congress debates reauthorization. The longer Congress delays the greater the risk transportation projects and programs currently underway will either slow down or stop, jeopardizing existing jobs and the creation of new ones.

WHEREAS, reauthorizing federal transportation programs pays for itself because federal gas tax revenues collected at the pump help pay the bill.

WHEREAS, reauthorizing federal transportation programs will help reduce the stranglehold of roadway congestion that pollutes our shared environment and steals peoples' time from more productive activities at home, work, and play.

WHEREAS, reauthorizing federal transportation programs is an investment in homeland security because our nation's transportation systems help move people out of harms way and transport emergency personnel where needed.

WHEREAS, the City of _____, and cities and towns across our nation desire a six-year rather than a two-year bill because transportation projects require long-term planning and funding stability that, in turn, helps ensure cost effective projects.

WHEREAS, Congress must build on the legacy of the *Transportation Equity Act for the 21st Century* ("TEA-21"), and improve the long-term funding and program flexibility of federal transportation programs and policies at the state and local levels.

NOW, THEREFORE BE IT RESOLVED, that the City of _____ urges the Congress to pass and the President to sign a six-year surface transportation reauthorization bill that is no less than \$318 billion.

[sample op-ed opinion article for local newspaper]

Let's Get Congress Moving on Transportation Programs

By _____

It's an election year and there's a bill in the Congress that will single-handedly help create and preserve jobs, improve our quality of life, benefit the environment, and support homeland security. The cost of this bill, moreover, does not raise the federal deficit.

But guess what? The bill is stuck in political traffic in Congress. There's also a real chance that even if Congress passes it soon, the President may veto the bill.

What is this bill that's causing gridlock in Washington? Ironically it's a bill to reduce gridlock throughout the country – to reauthorize federal transportation programs and spending on highways and transit.

Why is this bill important?

Transportation networks serve as the nation's circulatory system. That system connects commerce and consumers, work and workforce, family and friends in and through our nation's cities and regions. Nationwide, local governments own and operate about 75 percent of the nearly 4 million-mile highway and roadway network. Local governments also own close to 300,000 bridges and manage about 90 percent of the nation's transit systems.

A long-term bill, lasting no less than six years, provides a steady investment in the economic infrastructure of America's hometowns, which are the local and regional engines of the national economy. Transportation reauthorization also pays for itself because federal gas tax revenues collected at the pump help pay the bill. Every gallon of gas purchased means more money deposited into the federal Highway Trust Fund to invest in highways and transit.

Particularly in a tight economy, investment in our nation's transportation infrastructure is vital because it helps create new jobs and preserve existing ones. The City of _____ cannot afford to lose another construction season while Congress debates reauthorization. The longer Congress delays, the greater the risk to existing jobs if transportation projects and programs currently underway either slow down or stop.

A six-year bill that provides sufficient flexibility to local and regional officials will help improve transportation safety and reduce the stranglehold of roadway congestion that pollutes our shared environment and steals people's time from more productive activities at home, work, and play.

Locally, _____ [INSERT LOCAL EXAMPLES HOW TEA-21 HELPED LOCAL/REGIONAL GOVTS IMPLEMENT PROGRAMS TO LESSEN TRAFFIC CONGESTION, IMPROVE REGIONAL PLANNING, IMPROVE LOCAL CONTROL OVER TRANSPORTATION PROJECTS, HELP IMPLEMENT HIGHWAY ALTERNATIVES LIKE TRANSIT, HOV LANES, TRANSIT-FRIENDLY DEVELOPMENT, OTHER ACTIONS]

Transportation reauthorization is also an investment in homeland security because our nation's transportation systems help move people out of harms way and transport emergency personnel where needed.

What can we do to unclog the political gridlock in Washington over reauthorizing federal transportation programs and spending on highways and transit?

Write, call, email, and fax your member of Congress today and urge them to pass a six-year transportation bill with ample funding. We need a six-year rather than a two-year bill because transportation projects here in _____ and nationally require long-term planning and funding stability that, in turn, helps ensure cost effective projects.

The last federal transportation reauthorization bill, the Transportation Equity Act for the 21st Century, or "TEA-21," expired last year. TEA-21 is currently operating on a temporary extension that ends on April 30, 2004. No Congress has ever failed to reauthorize federal programs for highways and transit.

Don't let our members of Congress stall out now on transportation reauthorization.